



## DEPARTMENT OF GENERAL SERVICES

Isiah Leggett  
County Executive

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Director

May 31, 2013

To: Isiah Leggett, County Executive  
Nancy Navarro, Council President

From: David Dise, Director <sup>2</sup>

Subject: Progress Update – Remediation of Defects at Silver Spring Transit Center

As I have previously informed you, the Silver Spring Transit Center Cooperative Remediation Working Group (CRWG) is meeting weekly, the most recent meeting being held May 30, 2013. As you will recall, the CRWG is focusing on remediation planning, design and construction scheduling in four categories; two pour strips on the middle (330) level, overlay of the 330 and 350 levels, possible column repairs, and possible beam and girder repairs. In addition the CRWG is reviewing the fire protection code. This memorandum summarizes progress to date in these key areas.

### Pour Strip Repairs

- Consensus has been reached on the preferred method to repair both pour strips without total removal. The plan involves removing two inches of surface concrete, adding two additional beams below each pour strip and adding top and bottom reinforcing bars.
- Parsons Brinkerhoff (PB) will finalize pour strip repair documents for submittal to Foulger Pratt in 10 days.
- Additional slab test pits are being performed to assist KCE/PB in the detailed design for the pour strips.
- In a letter dated May 22, 2013 WMATA stated its preference for complete removal and replacement of the pour strips. The CRWG believes this infeasible and unnecessary, and contrary to an April 8, 2013 letter from WMATA stating its concern about removal due to unanticipated stress to the structure. This has been subsequently reviewed and is one reason CRWG recommends against removal. WMATA's concerns are being fully addressed in the design process and KCE is working closely with WMATA engineers.

### Overlay on 330 and 350 Levels

- KCE has proposed a remediation option under which a ¾-inch thick polymer bonded overlay would be applied to the 330 and 350 levels. This would address WMATA concerns about maintaining the 6-inch curb height, while still ensuring a durable overlay.
- Further ground penetrating radar studies are underway to locate areas of potential spalling that are not currently visible. The polymer overlay would be installed only after repairs to the spalled concrete is completed.

#### Column Repairs

- Test pits were made on six columns each under the 330 and 350 levels. The results of the test pits are being evaluated by a fire protection engineer hired by KCE. Development of column repair strategy is contingent on the fire protection engineer's report, scheduled for presentation at the June 6, 2013 meeting.

#### Beam and Girder Repairs

- PB and KCE are conducting further evaluation of in-place concrete strength
- Determination of the beams & girders to be repaired will take place after engineering analysis is complete

#### Fire Protection Category Change

- KCE and its fire protection engineer met with DPS to explore feasibility of a fire protection category change. Preliminary findings should be known in June.

#### General

- KCE continues to address WMATA's technical concerns, performing analysis and testing as necessary to address WMATA's those concerns
- KCE is having ongoing discussions with the Department of Permitting Services.
- All parties continue to work collaboratively.

cc: Roger Berliner, Chair, T&E Committee  
Tim Firestine, Chief Administrative Officer